

Site Plan, April 2005

Source: Craig & Grant Architects



FIGURE 2-8
SITE PLAN

2.0 PROJECT DESCRIPTION

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SHOPS
(+/-) 7,125 S.F.

CINEMA FRONT ELEVATION (EAST)
(+/-) 63,200 S.F.

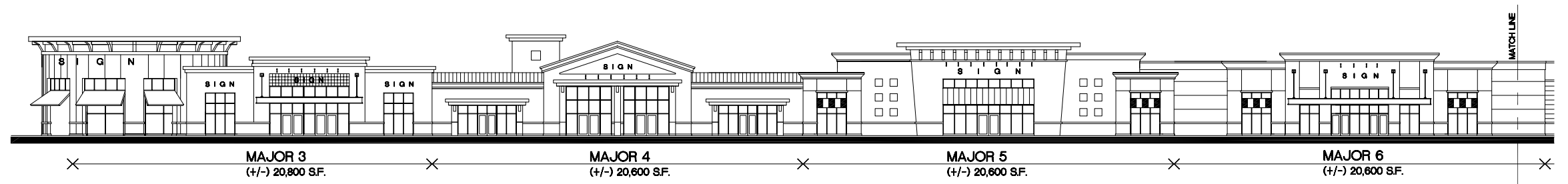
SHOPS
(+/-) 7,125 S.F.

MAJOR 5
(+/-) 16,000 S.F.

MAJOR 6
(+/-) 18,175 S.F.



MAJOR 1 ELEVATION (SOUTH)

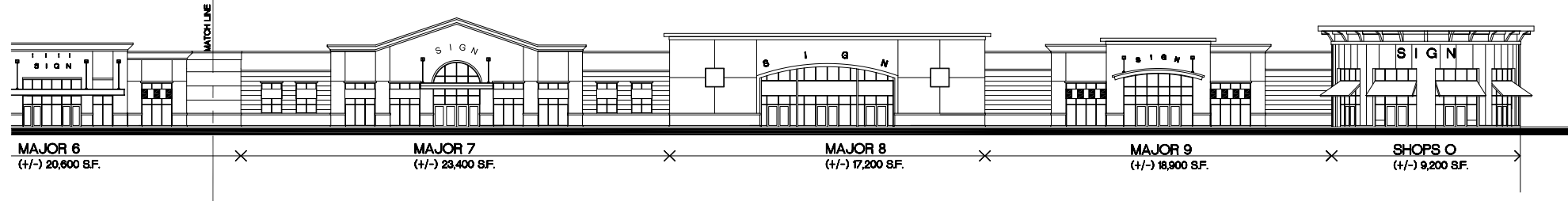


MAJOR 3
(+/-) 20,800 S.F.

MAJOR 4
(+/-) 20,600 S.F.

MAJOR 5
(+/-) 20,600 S.F.

MAJOR 6
(+/-) 20,600 S.F.



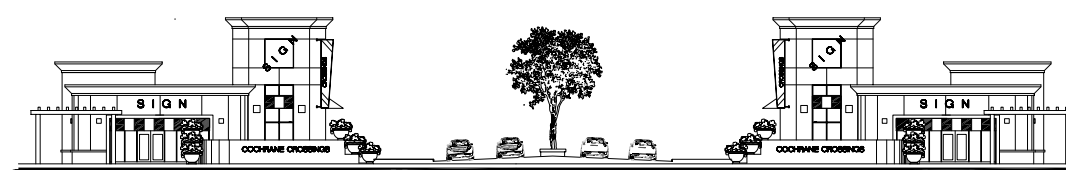
MAJOR 6
(+/-) 20,600 S.F.

MAJOR 7
(+/-) 23,400 S.F.

MAJOR 8
(+/-) 17,200 S.F.

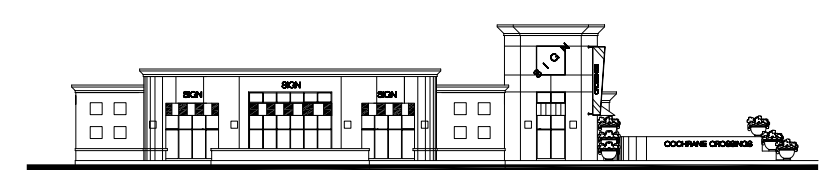
MAJOR 9
(+/-) 18,900 S.F.

SHOPS O
(+/-) 9,200 S.F.



SHOP C SOUTH ELEVATION

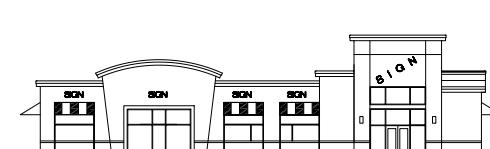
SHOP A SOUTH ELEVATION



SHOP A WEST ELEVATION



ALTERNATIVE SHOPS END ELEVATION



ALTERNATIVE SHOPS SIDE ELEVATION

Conceptual Elevations, April 2005

Source: Craig & Grant Architects

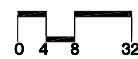


FIGURE 2-9
CONCEPTUAL ELEVATIONS

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Source: James Ferguson Clabaugh

FIGURE 2-10
CONCEPTUAL LANDSCAPING PLAN

2.0 PROJECT DESCRIPTION

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fence screen wall and 11-foot high trellis that would be planted with climbing vines, placed on a three to four-foot high berm located along the eastern boundary of the project site adjacent to the proposed Mission View Drive extension. The proposed landscaped berm and screening wall would be located at the back side of the buildings and loading and unloading areas, and would provide for screening of headlight glare from the project site to existing and future residential development located to the east of the project site. The stormwater detention ponds located in the northern portion of the project site would be planted with non-irrigated erosion control grass mix and lined with four to five-foot evergreen shrubs along the perimeter of the ponds. The final landscaping plan would be subject to review and approval by the City of Morgan Hill Architectural Review Board.

Signage

The proposed project includes a gateway wall sign on each side of the main entrance to the project site along Cochrane Road. The proposed project proposes two freeway signs along U.S. Highway 101, one located near Major 1 and the other near Shop A, as shown on the Conceptual Landscaping Plan in **Figure 2-10**. These freeway signs would highlight the major tenants of the proposed commercial center. All project signage would be required to conform to the *City of Morgan Hill Planning and Zoning Codes* and would be subject to review and approval by the City Council and Architectural Review Board.

Operations

Employees. The proposed project would employ approximately 710 to 945 people, only some of whom would be working at the project site at any one time. Employment counts are based on an assumption of 150 and 200 employees at the proposed 'Target' store; between 150 and 200 employees at the other large anchor store; and between 410 and 545 employees in the balance of the proposed uses at the project site.

Hours of Operation. The proposed 'Target' store would operate from 8:00 a.m. to 10:00 p.m. Monday through Saturday, and from 8:00 a.m. to 9:00 p.m. on Sundays. The second large anchor store is anticipated to operate from approximately 6:00 a.m. to 10:00 p.m. Monday through Saturday and from approximately 8:00 a.m. to 6:00 p.m. on Sundays. The proposed cinema would operate from approximately 11:00 a.m. to Midnight, seven days a week. A majority of the retail stores and restaurants would not open any earlier than 5:00 a.m. and would close no later than 2:00 a.m. Some 24-hour businesses are anticipated, which could include drugstores, restaurants, and a gas station.

Deliveries. Estimated deliveries for the proposed 'Target' store would occur from 8:00 a.m. to noon for local vendors Monday through Friday, and 4:00 p.m. to 10:00 p.m. for 'Target' deliveries Monday through Sunday. All deliveries to the second large anchor store use are anticipated to occur during store hours and no deliveries are anticipated to occur between 10:00 p.m. and 6:00 a.m.

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Infrastructure Components and Off-site Improvements

Site Access and On-Site Circulation

According to the preliminary site plan shown in **Figure 2.8**, the main project driveway on Cochrane Road would form the new north leg of the Cochrane Road/De Paul Drive intersection and provide full access (left and right-turns in and out). The site plan indicates that Mission View Drive would be extended northward and six project driveways on this street would be provided. The southernmost driveway on Mission View Drive would be limited to right-turns in and out. The remaining five driveways would have full access to the project site.

The proposed project includes signalization of the Cochrane Road/De Paul Drive intersection. The proposed project includes the following lane geometry:

- Northbound (De Paul Drive): one shared left/through lane and one right-turn lane.
- Westbound (Cochrane Road): one left-turn lane, two through lanes, and one right-turn lane.
- Southbound (project driveway): one shared left/through lane and two right-turn lanes with a separate overlap phase.
- Eastbound (Cochrane Road): two left-turn lanes, one through lane, and one shared through/right-turn lane.

The proposed project would also construct one-half of the ultimate planned width of the extension of Mission View Drive north of Cochrane Road along the project frontage. The following lane configuration is assumed for the unsignalized intersection at Cochrane Road/Mission View Drive:

- Northbound and Southbound (Mission View): one left-turn lane and one shared through/right-turn lane.
- Westbound (Cochrane Road): one left-turn lane and one shared through/right-turn lane.
- Eastbound (Cochrane Road): one shared left-turn/through lane and one right-turn lane.

Parking

The proposed project includes approximately 3,025 parking spaces, as shown in the site plan in **Figure 2-8**.

Utilities

All project utility lines would be located underground and the seven pole-mounted transformers located throughout the project site would be removed by PG&E prior to site development. The proposed project will connect to existing sanitary sewer and domestic water mains in the vicinity of the project site. The preliminary utility plan is included as **Figure 2-11**.

Water. The proposed project includes capping the four on-site wells that currently service the project site and extending 12-inch water lines westward from the existing 10- and 12-inch water lines located beneath Cochrane Road into the project site. All water lines will be constructed in accordance with city standards and the City of Morgan Hill Water System Master Plan.

Wastewater. The proposed project includes new wastewater infrastructure in and around the project site. Wastewater improvements include the extension and addition of on-site sewer lines and the relocation of the existing Eagle View sub-trunk that would be located within the footprint of proposed structures. On-site sanitary sewer improvements would tie into existing sewer lines at the northern and southwestern edges of the project site, permitting passage of existing flow from the Eagle View sub-trunk, in addition to project generated sewage, through the project site and into the existing Cochrane sub-trunk manhole adjacent to the northbound on-ramp for U.S. Highway 101. Wastewater improvements will be constructed in accordance with city standards and the *City of Morgan Hill Sewer Service Master Plan*.

Stormwater. Stormwater drainage will be directed to catch basins located throughout the project site and will be conveyed via underground storm drain pipes to two stormwater detention ponds planned along the northern project boundary. The storm drain system design will incorporate City standards for pipe sizes, maximum slopes, minimum flow velocities, and pipe material, among other things. The detention basins will be sized in accordance with the City's detention design criteria, which is estimated to require a total detention capacity of 21.4 acre-feet for the proposed project. The larger detention pond planned for the project will have a storage capacity of 18.1 acre-feet, and the smaller pond has a planned capacity of 3.9 acre feet. Both stormwater drainage ponds will be 13-feet deep with gradients of 2:1 (horizontal to vertical). The sideslopes will be planted with non-irrigated turf grass. Stormwater would be temporarily stored in the planned detention ponds and pumped to the adjacent Cochrane Channel at discharge rates which are at or below pre-development levels, as required by the Santa Clara Valley Water District.

To facilitate positive site drainage, the building pads at the project site would be raised to one foot above existing ground elevations, with grades sloping away from the building pads toward the storm drain inlets in the parking areas. The elevated building pads will provide

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flood projection from shallow flooding, which may occur on the site during the 100-year event.

During large storms such as the 100-year event, stormwater will back up at the storm drain inlets and be allowed to pond in the project parking areas. Final grades will be designed such that the resulting ponding depths will be less than one foot. In order to facilitate the conveyance of excess flood volumes from the project site, the proposed project will include overland release points to the north and northwest to direct surface flows toward Cochrane Channel.

Site Preparation and Demolition

The project applicant proposes to demolish all the existing buildings at the project site and remove 118 trees, of which five trees fall under the criteria of the City of Morgan Hill Ordinance Section 12.32.070. Grading associated with the proposed project would result in a total raw cut of 73,400 cubic yards of soil that would result in a total cut volume of 53,463 cubic yards after approximately 26 percent shrinkage. The total raw fill would be 53,500 cubic yards of soil. Therefore, there would be an approximate balance of fill at the project site. The grading plan for the proposed project is shown in **Figure 2-12**.

Project Phasing

Construction of the first phase of the proposed project would begin in September 2005 with the first building pad for the 'Target' store completed in November 2006. The first phase of the project would be complete in September 2007, with full build-out of the proposed project by 2010. The remaining building pads would be completed as tenants are secured at the project site.

2.7 Requested Actions and Required Approvals

This EIR provides the environmental information and analysis and primary CEQA documentation necessary for the City to adequately consider the effects of the requested development proposal. The City of Morgan Hill, as lead agency, has approval authority and responsibility for considering the environmental effects of the proposed project as a whole. In order to implement the proposed project, an application has been submitted to the City of Morgan Hill. Actions that would be taken relative to the project evaluated in this EIR include:

- General Plan Amendment;
- Zoning Amendment;
- Conditional Use Permits;
- Tentative Map;
- Architectural and Site Plan Review;

Source: RSC Engineering

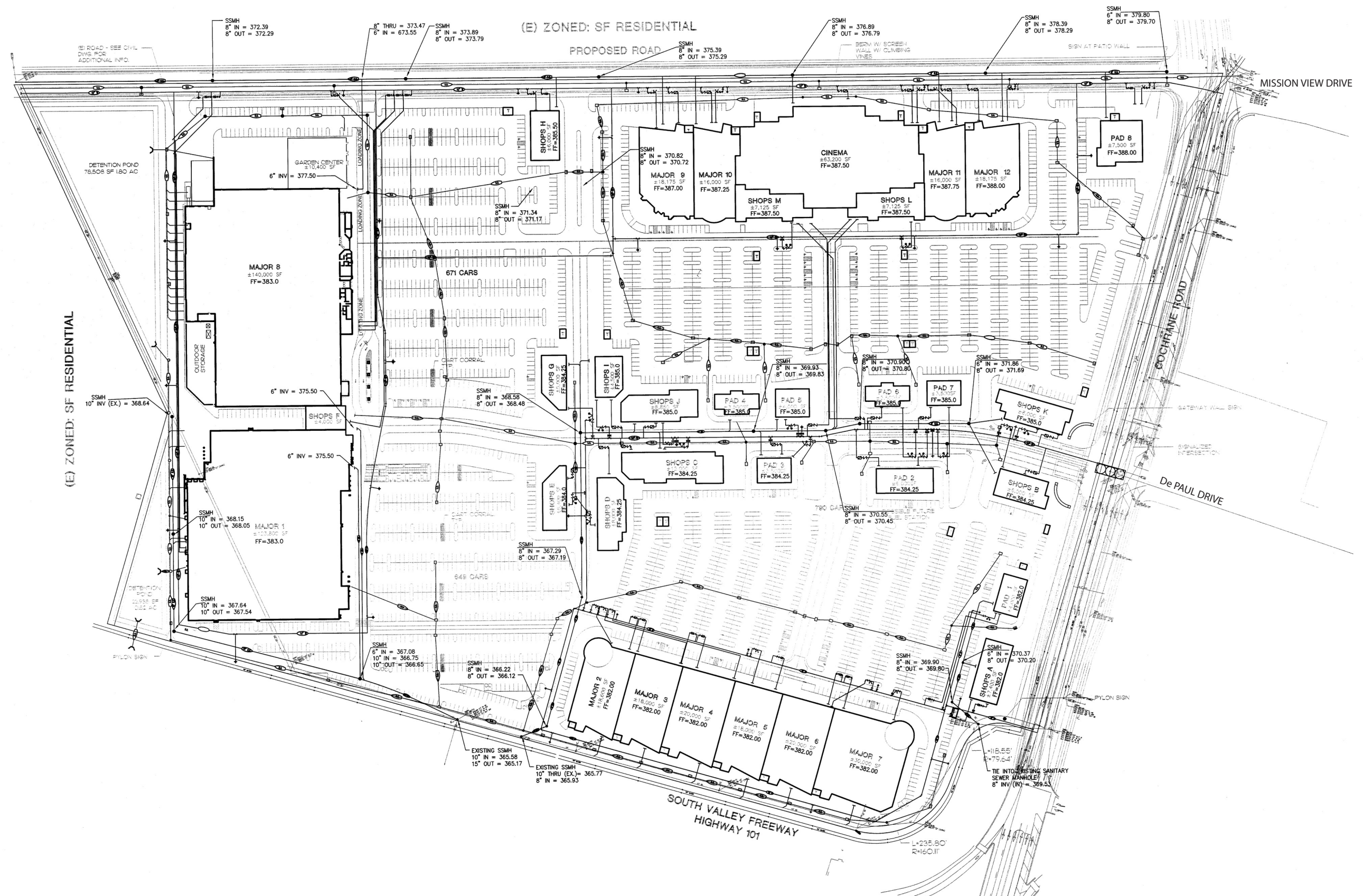


FIGURE 2-11
PRELIMINARY UTILITY PLAN

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NOTE: ALL SPOT GRADES SHOW ARE FINISHED ASPHALT
CONCRETE GRADES UNLESS OTHERWISE NOTED

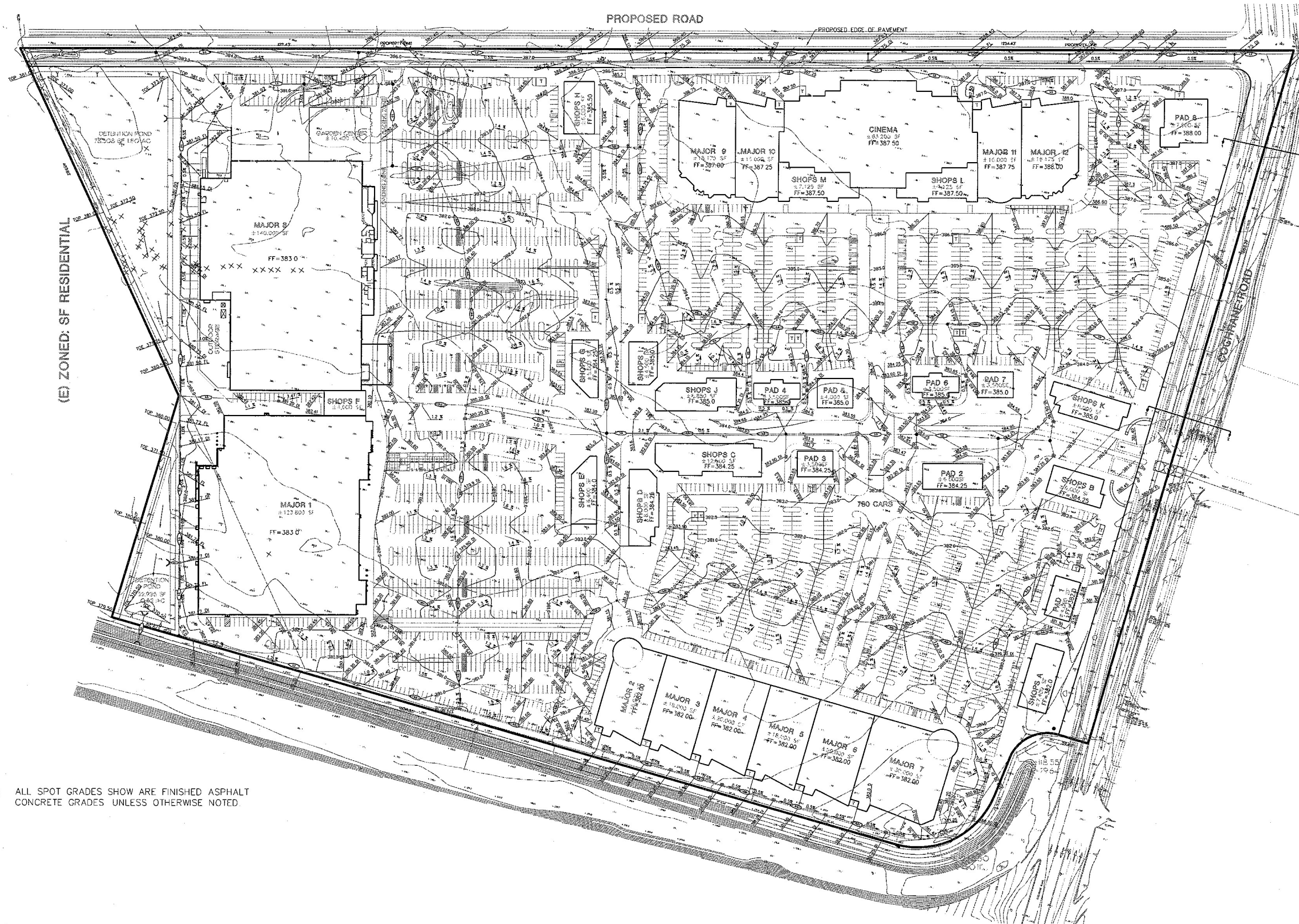


FIGURE 2-12
PRELIMINARY GRADING PLAN

2.0 PROJECT DESCRIPTION

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- Tree Removal Plan;
- All final improvement plans;
- Grading and building permits;
- Development Agreement; and/or
- All related subsequent actions to the greatest extent possible.

REFERENCES/DOCUMENTATION

Governor's Office of Planning and Research, State of California. *Guidelines for Implementation of the California Environmental Quality Act*, as amended. 2005.

Morgan Hill, City of. *Morgan Hill General Plan*. July 25, 2001 (Updated July 2004).

Morgan Hill, City of. *Notice of Preparation of a Draft Environmental Impact Report*. November 12, 2004.

Morgan Hill, City of. *City of Morgan Hill Planning and Zoning Codes*. November 2004.

Tolentino, Rebecca. Associate Planner, City of Morgan Hill. Personal Communication, April 7, 2005.

Twining Laboratories, Inc. *Phase I Environmental Site Assessment, Northeast of Interstate 101 and Cochrane Road, Morgan Hill, Santa Clara County, California*. June 2004.

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